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Del-a-lum upper control arm bushing kit Part # 1012.

Kit includes:

- (4) Grease fittings
- (4) Cotter pins
- (4) 5/8 slotted hex nuts
- (4) Bushings
- (4) Inserts
- (4) Outer thrust washers
- (4) Inner thrust washers
- (4) Steel inner thrust washers
- (4) Steel outer thrust washers



Installation requires using a press. If a press is not handy, take your control arms to a shop that has the proper equipment.

Note: You cannot hammer the bushings into the control arm. You will damage the arm, the bushing, or both.

Installation for the upper arms is as follows:

1. The upper arms must be removed from the vehicle. You may find that a Mitchell or Chilton's manual comes in handy to accomplish removal and installation of the control arms.
2. Once the upper arms have been removed, clean them thoroughly, and use the proper tools to press out the existing bushings.
3. To install your Del-a-lum bushings, check the control arm shaft first.
NOTE: There are several GM upper control arm shafts that will fit a 1012 kit. Before installing the bushings, check and see if the shaft will slide through the bushing hole from the outside. If the shaft does not, then you must place the appropriate steel and plastic thrust washers on the shaft and in the control arm before pressing any bushings in.

Slide the small steel inner thrust washer onto the shaft first, followed by the smaller plastic washer--one on each end of the shaft. (See diagram). Next



push the delrin (white) plastic inserts out of your new bushing. The bushings will install easier with the inserts out of the housings.

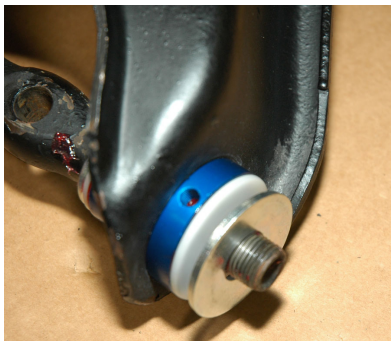
4. To install your Del-a-lum bushings, install one of the bushing in the control arm. Before you press the bushing into the arm, position the hole for the grease fitting so you can get to it when the arm is installed on the car. The photo on the right shows the arm in the press with the bushing being installed. Press the bushing in until it contacts the arm



5. Press in the bushing on the other side of the control.
6. After the bushings are installed, lubricate the housings in the arm with good water resistance grease. Synthetic works well. We recommend neo z-12, however any synthetic grease will work.



7. Lubricate the inside of the plastic insert and install into the bushing. Sometimes you may have to slightly tap the insert down into the housing in order to get the outer thrust washers and nut on.
8. Install the plastic outer thrust washer and then the steel outer thrust washer.

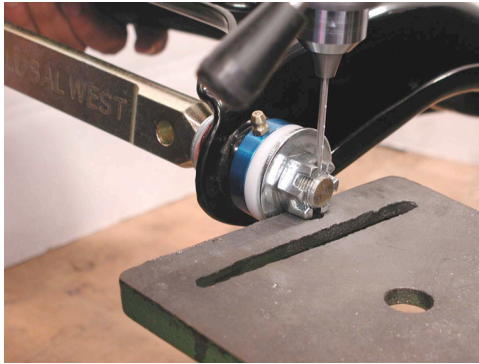


9. Install the slotted hex nut and tighten down the nut until there is thrust contact between the inner and outer thrust surfaces. You will run the nut to set the bushing and thrust washers. After they are seated, back off the



nut and slightly tighten the nut down till you have thrust contact, then go 1/8 of a turn more or one flat on the nut. (You are adjusting the bushing as though it was a wheel bearing).

8. Use a 1/8-inch drill bit and drill a 1/8-inch hole through the shaft. You are going to cotter pin the hex nut so there will be no chance of the nut backing off. The hole should be drilled in the slot of the hex nut similar to that of a wheel bearing cotter pin setup.



Cotter pin each end of the shaft before installing on the car.